

March 8

MET THE PRESIDENT.

Massachusetts Committee Talk Dogfish with Ohio's Executive.

The ravages of the dogfish and shark among the fisheries of Massachusetts was discussed by the president yesterday with the committee appointed by the governor of Massachusetts to go there for that purpose. The sharks and dogfish are destroying large numbers of fish, the ravages being so extensive as to affect the fishing industry, especially mackerel and cod.

The members of the committee were introduced to the president by Congressman Gardner.

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Bait is Scarce at Channel, N. F.

At Channel during the latter part of last week several boats were on the fishing grounds and found cod very plentiful. If the people had squid or herring bait they would make big hauls. There is hardly any herring to be had and the fishermen are offering \$3 per hundred fish or 3 cents per herring, but cannot get it even at this absurdly high figure. Friday heavy ice could be seen 20 miles off Cape Ray.

And this is the country that fills the papers full of stuff to the effect that she is the only place to get bait, and that but for her bait the American bankers would all fail of trips, and here is a case where she cannot even supply her boat fleet at Channel, Port au Basques and other points in that vicinity. "Physician, heal thyself."

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WHAT OF THE SPRAY?

Reports That She May Soon Give Up Otter Trawl.

Intimated That She Will Engage in Fresh Halibuting.

Now that the steam otter trawler Spray is again undergoing an overhauling and repairing, there is much conjecture on T wharf, Boston, and in this city as to what the next move on the craft will be.

It is evident to men who own vessels, both here and at Boston, as well as to fish buyers at T wharf, including the ones who have stock in the craft, that she has come a long ways from reaching the expectations of her owners.

It is believed by the owners and buyers, who follow fish matters very closely, that whatever showing the craft has made, has been due to the unusually large school of haddock on Georges this winter, and also to the exceptional fine weather which has prevailed, giving the vessels a chance to fish about every day and bring in big fares.

Those who have carefully watched the operations of the season know that the Spray has not even kept pace with the hustlers of the off shore fleet, and it is doubtful if her record for the winter is even near the work of the average sailing trawlers.

Compare her showing with what was expected of her and even with what the average of the off shore haddockers have done, letting alone the "drivers," and all know that she has proven herself anything but the much-expected success which was so confidently predicted and that as far as the Spray is concerned the winter haddock fishery is yet to be revolutionized.

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None know better than the dealers on T wharf who own stock in her what the Spray has done, what she has not done, and how far she has come from filling expectations. After the second trip some of them, who, to tell the truth, were not too anxious to see her succeed, gave it out that they were satisfied that she was a failure as far as winter fishing for haddock and cod were concerned.

Others, more conservative, and more heavily financially interested, while admitting that the start was not propitious, still were looking for better results in the trips to come. As the trips came along after this and no improvement was shown after the fifth trip, some of the men among the fish buyers, men who were in for large amounts, began to admit that things were not coming as they anticipated.

Aside from this, it is open talk on T wharf that the Spray is falling far short of what is expected. Many of the dealers believe that her days with the otter trawl are numbered and many of them have the idea that she will later be heard from as a fresh halibuter, either on this or the Pacific side. Some of the buyers lay stress on the condition of many of the fish in her fare, pointing out that on one trip, a part of the fare had to be disposed of at 30 cents per hundred weight, when the lowest splitting price for haddock here this winter has been 85 cents per hundred weight.

It is but just to state that there are some, even now, who believe that the otter trawl can be made to work to a profit on this coast and who also think that even yet the Spray will prove it a success and that it is a better and more money-making method of haddocking than the sailing vessel equipped with the present style of trawls. Even these, however, are willing to admit that the Spray has, up to date, far from demonstrated that which they profess to believe.

One of these, who by the way is one of the largest and best known fresh fish men on the Atlantic coast, in conversation regarding the Spray with a vessel owner of this city, admitted frankly that the Spray was very far from being a success and a long ways from doing what was expected of her at the outset. He even intimated broadly that her days in the haddock fishery with the otter trawl would be very short, and also made it quite plain to his hearer that she would soon be found, minus the otter trawl, in some other line of the fisheries, and gave him to understand that there was every reason to believe that before long she would engage in halibuting after the present regular mode. Whether on this coast or the Pacific coast he did not say.

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GARDNER'S AMENDMENT.

To Pure Food Bill Reported by Committee.

Allow Fish Packers External Use of Boracic Acid.

The pure food bill, which was reported yesterday from the committee on interstate and foreign commerce to the house, contains a provision permitting the use of boracic acid in preserving codfish. The provision is contained in a qualifying clause attached to the schedule of substances designated as impure, including that which contains an added poisonous or detestable ingredient which may render the food injurious to health.

The codfish packers are permitted to continue their present practice by the following language:

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"Provided that when in the preparation of food products for shipment they are preserved by an external application applied in such manner that the preservative is necessarily removed mechanically or by maceration in water or otherwise, the provisions of this act shall be construed as applying only when such products are ready for consumption.

This is the language of an amendment proposed by Representative Gardner to the bill which was adopted, as it was reported to the house in the 58th congress. Mr. Gardner stated in the course of hearings upon the present bill that the Gloucester fish packers would be satisfied if it was accepted by the committee.

The committee took the position that inasmuch as boracic acid is applied to the outside of codfish only, and as it is necessary to soak the fish in water for a long period before using in order to take out the salt, the preservative would also be washed out, and therefore it would not be fair to make the packed codfish, on the market subject to the scrutiny of the law when its constituents were materially altered before eating.

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NEW DEPARTURE.

Big Steamer for Halibuting Here the Coming Summer.

Capt. Nathaniel Greenleaf Will Be in Command of the Craft.

A new departure in the fresh halibut fishery on this coast will be introduced the coming summer, when a new large steamer will engage in that line of the fishery. The craft is the new steamer Manhattan, which is being built for the New England Fish Company of this city by a firm on the Delaware river.

The steamer is now nearing completion and will be ready to sail on her maiden fishing trip by June 1. She will be commanded by Capt. Nathaniel Greenleaf of this port, a well-known and capable halibut fisher. Beside this she will also have a regular sailing master. The craft will have a crew of 32 men in all. She will have 12 dories and will carry 24 fishermen and two cooks, besides engineers, firemen and deck hands.

This will be the first steam craft to engage in the halibut fishery on the banks of the eastern Atlantic. It is presumed that most of her trips will be to the Funks and the faraway grounds off Belle Isle and to the northward, where halibut are more numerous in the summer than on any of the other banks.

It is given out that after next fall, the craft will go to the Pacific coast, where she is scheduled to become one of the New England Company's fleet engaged in the halibut fishery on the banks of the Pacific, off British America and Alaska.

Her operations on the banks here the coming summer will be watched with great interest by all interested in the fisheries and it is rumored that if she does well, her stay on this side will be longer than is now scheduled.

MOTOR BOAT LICENSES.

Full Text of Proposed Bill Adopted by Senate.

Does Not Apply to Crafts Run by Owners Not For Hire.

The TIMES realizing that many of its readers are interested in the proposed new national bill affecting certain motor boats, has obtained a copy of the measure which is published in full below. The bill has passed the senate and is now before the house committee on merchant marine and fisheries.

A bill to amend section forty-four hundred and twenty-six of the Revised Statutes of the United States; regulation of motor boats.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 4426 of the Revised Statutes of the United States be, and it is hereby, amended by striking out, after the words "launches of ten," and before the words "and under," the words "tons burden," and inserting in lieu thereof the words "gross tons," and by striking out, after the words "above 15," and before the words "carrying freight," the words "tons burden," and inserting in lieu thereof the words "gross tons," and also that said section be, and it is hereby, further amended by adding at the end thereof the following: "All vessels of 15 gross tons or less propelled in whole or in part by gas, gasoline, petroleum, naphtha, fluid, or electricity, and carrying passengers for hire, shall carry one life-preserver, of the sort prescribed by the regulations of the board of supervising inspectors, for every passenger carried, and no such boat while so carrying passengers shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as a condition of the obtaining of such a license, and any such license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance, or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from the date of revocation," so that said section, when amended, shall read as follows:

"All vessels of 15 gross tons or less propelled in whole or in part by gas, gasoline, petroleum, naphtha, fluid or electricity, and carrying passengers for hire, shall carry one life-preserver of the sort prescribed by the regulations of the board of supervising inspectors, for every passenger carried, and no such boat while so carrying passengers shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as a condition of the obtaining of such a license, and any such license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from the date of revocation.

"Sec. 4426. The hull and boilers of every ferryboat, canal boat, yacht or other small craft of like character propelled by steam, shall be inspected under the provisions of this title. Such other provisions of law for the better security of life as may be applicable to such vessels shall, by the regulations of the board of supervising inspectors, also be required to be complied with before a certificate of inspection shall be granted, and no such vessel shall be navigated without a licensed engineer and a licensed pilot: Provided, however, That in open steam launches of ten gross tons and under, one person, if duly qualified, may serve in the double capacity of pilot and engineer. All vessels of above 15 gross tons carrying freight or passengers for hire, propelled by gas, fluid, naphtha, or electric motors shall be, and are hereby, made subject to all the provisions of section 4426 of the Revised Statutes of the United States relating to the inspection of hulls and boilers and requiring engineers and pilots, and for any violation of the provisions of this title applicable to such vessels, or of rules or regulations lawfully established thereunder, and to the extent to which such provisions of law and regulations are so applicable, the said vessels, their masters officers, and owners shall be subject to the provisions of sections 4495, 4497, 4498, 4499 and 4500 relating to the imposition and enforcement of penalties and the enforcement of law.

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Claudia, Grand Bank, 30,000 lbs. salt cod, 60,000 lbs. fresh cod, 8000 lbs. halibut.
Sch. Manomet, shore.
Sch. Ramona, shore.
Sch. Genesta, shore.
Sch. Flora J. Sears, shore.
Sch. Ida S. Brooks, shore.
Sch. Annie and Jennie, shore.
Sch. Emily Cooney, shore.
Sch. Mary Edith, shore.
Sch. Catherine D. Enos, shore.
Sch. Richard J. Nunan, shore.
Sch. Maud F. Silva shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$4.50 for large, 3.50 for medium.

Salt hake, \$1.00.

Salt haddock, \$1.10.

Salt cusk, \$2.25.

Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.

Newfoundland frozen herring for bait, \$3.00 per cwt.

Shore frozen herring, for bait, \$2.50 per cwt.

Bank halibut, 10 cts. per lb. for white and 6 cts. for gray.

Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12 1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.

Boston.

Sch. Mattie Brundage, 12,000 haddock, 500 cod, 500 hake.

Sch. Fitz A. Oakes.

Sch. Stranger.

Sch. Cherokee.

Sch. John M. Keen.

Sch. Estelle S. Nunan, 5000 cod.

Sch. Thomas W. Knight, 3000 haddock, 800 cod, 1200 hake.

Sch. Rose Cabral, 8000 haddock, 500 cod, 1000 hake.

Sch. Julia Costa, 5000 haddock, 2000 cod.

Sch. Fish Hawk, 4000 haddock, 1000 cod.

Sch. Mary C. Santos, 13,000 haddock, 6000 cod.

Sch. Olive F. Hutchins, 6500 haddock, 500 cod.

Sch. Kernwood, 7000 haddock, 1000 cod, 1000 hake.

Sch. Frances P. Mesquito, 50,000 haddock, 20,000 cod.

Sch. Louise C. Cabral, 10,000 haddock, 2000 cod.

Sch. Philip P. Manta, 8000 haddock, 7000 cod.

Sch. Julietta, 4000 haddock, 5000 cod, 100 hake.

Sch. Rapdan, 2000 haddock.

Sch. Rita A. Viator, 9000 haddock, 200 cod.

Str. Quartette, 4500 haddock, 200 cod.

Sch. Evangeline, 6000 cod.

Sch. Sarah, 1500 haddock, 300 cod.

Sch. Mary Cabral, 6000 haddock.

Haddock, \$2.75 to \$3.50; large cod, \$5 to \$5.50; market cod, \$2 to \$3; hake, \$3 to 6; cusk, \$2.75; pollock, \$3.25; halibut, 10 cts. for white, 6 1-2 cts. per lb. for gray.

Fishing Feet Movements.

Sch. Francis Whalen of Boston has been heard from all right at Shelburne, N. S., since the gale.

Sch. Flirt of this port has been heard from at a Nova Scotia port since the gale of last week.